

- 5 Provision of window-bars to the windows of lavatories of women's compartments of Class III coaches was made, and
6. Separate booking offices for the lady passengers were opened at Mysore and Bangalore.

695. The Railway medical department continued to function and there were seven railway dispensaries working during the year.

### (iii) Mysore Traffic Board.

696. Rule 256 of the Mysore Motor Vehicles and Road Traffic Rules was amended making provision for the driver of a goods vehicle to sign in the traffic registers maintained in traffic police stations.

Amendment  
to Act and  
Rules.

697. Rule 199 was also amended with a view to enabling unclaimed property left in the Government Road Transport buses being lodged in the lost property office of the Department instead of in the police stations.

698. The Mysore Spirit Rationing Order was amended enhancing the quota of petrol for motor cars.

699. Clause 7 of the Mysore Civil Motor Cars Control Order which provided for the reservation of 20 per cent of cars by Government to be sold as directed by Government, was deleted.

700. The District Traffic Advisory Committees of the several Districts were reconstituted for a period of two years.

General.

701. The restrictions imposed on account of the nationalisation scheme in the issue of bus permits were relaxed and permits were issued more liberally particularly on the interior roads, in view of the demand of the public for travelling facilities. The number of services sanctioned during the year was 150.

### (iv) The Road Transport Department.

702. In accordance with the scheme of nationalisation of bus services, the Mysore Government Road Transport Services were inaugurated on 12th September 1948. The number of bus services was gradually increased to 170 routes.

P.W.D.,  
RAIL-  
WAYS  
AND  
ELEC-  
TRICITY

—  
Policy of  
Expansion.

703. The first stage of the scheme has been implemented and the bus services radiate from or converge to Bangalore and touch all District Headquarters and important Taluks in the State.

704. To afford transport facilities to the through passengers travelling beyond the State, applications have been made to the Regional Transport Officers, Cuddapah, Salem and Coimbatore to extend the Government Services to Madanapalli, Kollegal, Pavagada, and Denkanicottah and the Government of Madras was also addressed in the matter.

705. On 31st March 1950 there were 136 buses of which 50 were Chevrolet and 86 Ford.

706. The total mileage performed daily by all the vehicles works out to 13,345. The total number of bus hours per day is 717. The average mileage earned per day by all buses in operation is 13,150. The average number of vehicles under sick list daily is 24. Failures per 10,000 vehicle miles is 4.11. The average miles earned per gallon of petrol is 11.087. The average quantity of petrol consumed daily is, 1204.4 gallons.

707. Three major and four minor accidents occurred during the period.

708. The capital invested up to 31st March 1950 was Rs. 21,77,243, the additions during the year being Rs. 4,00,728.

709. The gross earnings during the period was Rs. 22,52,702 yielding an average of 131.2 pies per vehicle mile, as against Rs. 13,17,163 yielding 138.8 pies per vehicle mile during the previous year.

710. The cost of stores purchased during the year was Rs. 12,05,778 (Rs. 5,16,778). The value of stores charged off to Revenue Expenditure amounted to Rs. 10,63,688 (Rs. 4,50,493). This increase during the year was due to the putting of additional buses on the lines as also operating new routes connecting all District Headquarters except Shimoga.

711. The total expenditure incurred was Rs. 19,86,953 (Rs. 10,52,949). The expenditure incurred was 115 pies per vehicle mile as against 110 pies per vehicle mile expended during the previous year. The net revenue realised after charging off Depreciation, Vehicle Tax, Road Cess, etc., was

Rs. 2,65,749 (Rs. 2,64,214) which works out to 16.3 (19.7) per cent per annum on the capital invested.

712. The passenger fare was being collected at the rate of 6 pies per mile per passenger and in view of the increased cost in operation owing to rise in prices on tyres, petrol and spare parts, it was raised to 8 pies with effect from 1st December 1949, for the first 50 miles and 6 pies thereafter.

713. The question of taking over of the Sunkal Farm Area for the construction of an Automobile Workshop and Maintenance Depot was under consideration.

#### (iv) Electrical Department.

714. The gross receipts of the Department during the year amounted to Rs. 1,06,51,705 for nine months as against Rs. 1,33,26,510 for twelve months during the previous year.

715. The net receipts under both "power" and "telephones" after meeting all the operational and maintenance charges and contributions to pension, provident and depreciation funds and payment of dearness allowances and audit and accounts charges and writing off of losses on stores and dismantling idle power installations and recovering establishment and tools and plant charges on works executed to other Government departments, Municipalities and private bodies amounted to Rs. 49,13,694 (Rs. 68,75,140) under "Power" Rs. 47,01,758 and under "Telephones" Rs. 2,11,936.

Net receipts  
Power and  
Telephones.

716. The net return on the capital expenditure excluding the expenditure incurred on Mahatma Gandhi Hydro-Electric Works, Mekedatu Surveys and Trolley Bus Scheme works out to 7.9 per cent as against 10 per cent in the previous year.

717. The number of towns and villages electrified was 439 (402).

718. New service to 8,820 installations for both industrial, agricultural, lighting and heating and domestic purposes was given raising the number of live installations to 94,490 (85,670).

719. Three hundred and twenty-three irrigation pumps were serviced during the year bringing the total installations to 1,782 (1,459). Priority in arranging power